Construction to Be Begun Sept. 1 Unless Legislative Hitch Occurs.

TOTAL COST, \$28,669,000

Tubes Will Be Opened to Traffie Jan. 1, 1924-Report Sent to Gov. Smith.

The construction of the great vehicular sunnel under the North River, between Canal street, Manhattan, and Twelfter street. Jersey City, will be begun about Esptember 1, provided the Legislatures of New York and New Jersey perform their remaining part of the programme. essential plans have been comsloted and agreed upon by the New ork and the New Jersey commissions. Changes will be compelled by unforeseen milities, but so far as the fundamentals are concerned the work can start months and the tunnel open to vehicles about January 1, 1924.

nation and possession of small parcels of real estate within the rectangle of Hud-son, Spring, Varick and Laight streets

and while suitable to the possession of the commission to permit a start of New Jersey's half of the project, the bond issue necessary to that State's financing of the entire work will have approved by its voters at the elections next November. It is not within the bounds of probability that there will be more than a negligible rumber of dissenting votes. Thus it is quite safe to say that the work will-Legin six months hence.

Chief Engineer's Report.

The report sent to Gov. Smith and Legislature comprises the report ie Chief Engineer, C. M. Holland, ten page letter summarizing that and a few circumstances attendthe piecemeal adoption of Mr. land's plans by the commission. In every important essential it is identical with the report that the New Jersey

The following excerpts from the report are emphasized in the summary: fresh air has been investigated in detail "If will cost \$25,650,000 to build the ve- by testing automobiles to determine the hicular tunnel under the Hudson River from New York to New Jersey, and at the end of the eleventh year from the date of opening (1831) the expense will be met by tolls. If the same rate of tariff is continued twenty years, or until 1944, each State will be reimbursed for the bonds issued and will have a surplus of \$33,635,600 = covering every centrof expenditure and making a handsoms profit on the outlay. Half of the original cost, however, which will be original cost, however, which will be original cost, however, which will be fall \$38,500 will be assumed by each of the States connected. The Commission

Jersey City, and there will be separate traffic conditions and the second to the entrances and exits on either side of the river. To provide for a continuous flow of traffic and to expedite the collection tops of the tubes will be sixty feet below tops of the tubes will be sixty feet below

plans for this tunnel follow closely those heretofore adopted in constructing subaqueous tunnels under the said the new pier lines on both sides of the river. On the Manhattan side the new pier lines on both sides of the river. On the Manhattan side the shaft will be sunk between the inside this funnel. It is considered certain that the methods heretofore used in previous the methods heretofore used in previous be replaced by a larger single pier. Over on the Jersey shore the shaft will be sunk at the side of Pier 2, which is the sunk at the side of Pier 2, which is closely those heretofore adopted in conof this tunnel.

Entrances and Exits.

One tube approach is located under proceedings. the Jersey side, with the exit at Four- that it will no longer enter into the

teenth street. "Tht maximum adverse grade for westbound traffic is 3.5 per cent. and for sastbound traffic is 2.52 per cent. graces which compare with those used over the East River bridges. These adverse grades are comparatively short, extending only from the tunnel portal to the points where the tunnel roadway meets the street grade. To reduce congestion and facilitate the movement of traffic in this portion of the tunnel the width of the roadway is designed to be wide enough for three lines of traffic instead of the two lines as provided under the river. The long adverse grades for eastbound traffic are 3.13 per cent. and for the westbound traffic 2.83 per cent. "The construction of a three-way tun-nel as compared with a two-way tunnel has received careful consideration as to

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its effect upon street congestion in New York city and it is found that a three-way tunnel rould cause a congestion of traffic at Canal and Varick streets so great that it could never reach capacity operat... unless an enormous amount of money were spent for approaches, the cost of which would be prohibitive.

"In order to visualize this condition, it is only necessary to consider the traffic congestion which would result from having all the traffic now passing over the East River bridges during the max-imum hour concentrated at one street in-tersection. The creation of another point of congestion in the traffic of New York city would be directly contrary to the trend of recognized principles gov-erning street planning to-day where efforts are being made to relieve the con-gestion in streets planned for traffic con-

ditions of years ago.
"In connection with the preceding, the difference in principle between the con-struction of bridges and tunnels is worthy of note in that a bridge must be onstructed with a capacity to meet the bridges located to suit the convenience of the public would be preferable, which is the very condition the tunnel fulfills.

Capacity of Tunnel.

The estimated capacity of a tunnel to carry one line of traffic in each direction New York commission sent to the Governor and the Legislature yesterday. As
far all this State is concerned, virtually
nothing more important than the condemwould have a capacity about equal to would have a capacity about equal to
the traffic demand of the tunnel in 1924.

A two way tunnel will have sufficient
in New York city and in other large cities real estate within the rectangle of Hudson, Spring, Varick and Laight streets
etimes in the way of digging.
There will have to be certain amendThere will have to be certain amendThere will have to be certain amendment: to New Jersey's condemnation tunnel would have capacity to accom-

proximately twenty years. "A determination of the dimensions of vehicles was obtained by measuring the traffic crossing the Hudson River ferries mainly with movement of first class and it was found that the limiting dimensions of "ordinary and usual traffic was 12 feet 2 inches in height and 8 feet in width. The vehicles exceeding these dimensions represent about 31/2 per cent, of the total, with only I per cent

exceeding the height as fixed above.

The commission believes that \$6.000.000 should be available for work to be done between July 1, 1920, and July 1. 1921, and therefore recommends that New York State appropriate as its share \$2,000,000 in addition to the \$1.000,000 made available last year."

In order to provide adequate ventilation, plans have been drawn providing for two ducts, one of which will serve to deliver fresh air into the tunnel road-way and the other to exhaust the foul The sproblem of providing sufficient fresh air has been investigated in detail sicular tunnel under the Hudson River amount and composition of the exhaust

wis. 28, 500, will be assumed by each of of February 23 there will be public the States connected. The Commission hearings and discussion of the tunnel may it will need two millions of this for plans. The hearings will feel tunnel construction during the next fiscal. natruction during the next fiscal year, the United Engineering Society Building. The location will be from Canal 29 West Thirty-ninth street, at 8 o'clock. street. New York city, to Twelfth street. The first meeting will be devoted to

of talls, adequate plaza space is urged.
The type of tunnel recommended, after comparison with the different types considered, is a pair of twin castiron tubes.

The tubes will be sixty feet below mean low water and the roadbeds twenty feet further down. These tubes will be the biggest in America. The Rotherhite tunnels under the Tharmes. with an external diameter of twenty-nine feet, to accommodate two lines of nine feet, to accommodate two lines of traffic in each direction, with a twenty North River tubes will be greater in between shafts. The shafts will be innow the property of the Eric Railroad and is to be acquired by condemnation

"One tube approach is located under Canal street and the other under Spring street, coming together at the water-front, the tubes crossing the river to-gether and dividing in Jersey City, so Only \$120,000 of this has been spent that one goes up Twelfth street and the other Fourteenth street. The locations of the entrance will be on Broome street to make the trip through the tupnet but of the entrance will be on Broome street to make the trip through the tunnel, but and the exit on Vestry street on the New the engineers figure that in 1984 the York side and the entrance at the cor- horse drawn vehicle will have disap-ner of Twelfth and Provost streets on peared as a carrier of merchandise and tube statistics.

Merchants Association of N. Y. Seeks Relief in Letter to Committee Chairman.

Nationwise disgust with the Burleson administration of the postal service is reflected in the letter sent to Senator Charles E. Townsend, chairman of the Committee on Post Offices and Post Roads, yesterday by the Merchants Association of New York, which requests the committee to investigate the causes needs of traffic far in the future, al-though the construction of several down a department upon which business men, particularly, must depend.

Innumerable appeals to Burieson, as companied by instances of "incredible and apparently inexcusable delay," having failed to bring about the slightest amelieration, the merchants of New varies from 3,989,000 vehicles to \$5,240. York now demand that the United States own children," she said, and she went own children, she said, and she went own the character of the traffic. Similarly, ness of the service. They point out in the estimated capacity of a tunnel to ness of the service. They point out in the estimated capacity of a tunnel to carry two lines of traffic in each direction varies from 13,270,000 vehicles to 15,300,000 vehicles and of a tunnel to carry three lines of traffic in each direction from 21,500,000 vehicles to 25.-000,000 vehicles. The above figures as are very serious—so serious that insur-

where they were being used effectively; curtailment of the practice of sorting mails in transit on the railways, thus incurring needless delay while the sorting takes place in some post office along the route: delay and inefficient handling of local mail, particularly special deliv

mail. Abundant evidence can be ad-duced to prove that third and fourth class mail is subjected to far greater delay, often so serious as to destroy

usefulness. Periodical publications, which should be delivered in from one to three days, very generally require a week for delivery, and often two weeks ore. The losses by theft of parcels post packages are very heavy. It is great and increasing, and is a heavy

arden on business shippers."
The merchants ask the Senste mittee to employ competent experts to make a minute and detailed study of the department's present organization, particularly with reference to the railway post office service, the terminal station service and the pneumatic tube service.

ROOSEVELT'S SISTER DEPICTS HIS LIFE

Mrs. Douglas Robinson Talks
of His Career.

MON. at 8, Double Bill, L'ORACOLO, Easton: Harrold, Scotti, Didur, Moransoni, CLEO-PATRA'S NIGHT. Alda, Gordon, Galli; Kingnon, Paul

Recounting delightful reminiscences Theodore Roosevelt's private life, as well as the more intimate side of some of the interesting points of his public career, Mrs. Douglas Robinson, the great American's sister, kept a large audience in interest at the West Side Y. M. C. A. vesterday afternoon.

Theodore Roosevelt was always devising games with which to inspire his their benefit on Sunday afternoons The purpose was to walk over or through any obstacle to which he led the party, but never around. "This was the maxim of his life from beginning to declared Mrs. Robinson, never took the circuitous route."

Roosevelt went to the Assembly at Albany at the age of twenty-two, and to show that he attained prominence from the very first, Mrs. Robinson quoted a headline from an issue of THE SUN, published some time in February, 1882: "Young Reformer, Theo-dore Roosevelt, Rouses the Public Conscience." "And that is what he did un-til his death." his sister added.

Apropos of the much discussed quesion of a proper memorial to Roosevelt, Mrs. Robinson addressed herself to the young men in her audience and said: You young men and your attitude to your country are a better monument to him than any pile of stone—a living me-morial to Theodore Roosevelt."

The Proof

LY a few years ago at big hotels and clubs, the demand was mostly for expensive, straight Turkish cigarettes. Today, men base their choice on taste rather than priceand so Fatima, with its common-sense, "just-enough-Turkish" blend, is the steady leader at these and most other such places.

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Norfolk Monticello Hotel Virginia Club Old Point Comfort Hotel Chamberlain

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Barrientos: Hackett, De Luca, Mardones,
Malatesta. Cond. Papil.
WED. at 8:15, MANON LEBCAUT. Adda.
Ingram; Caruso, Amato. Begurola. Cond. Papil.
THURS. MAT., Feb. 19P arsifal Marsenauer;
at 1:20 (31.50 to 87) Parsifal Marroid.
Whitehill, Rothier, Didur. Cond., Bodsniky.
THURS. at 8:15, LUCIA. Barrientos: Martineill, De Luca, Martino. Cond., Papil.
FRI. at 8:15, BUTTERFLY. Farrar, Fornia;
Martineill, Scotti, Bada. Cond. Moranzoni.
SAT. at 2, PROPHETE, Musio. Matsonauce,
Galli: Caruso. Rothier, Dua, Schlegel, Mardones. Bodansky.
SAT. at 8 (31 to 25.50) Double Bill—CAV.
RUSTICANA. Easten, Periol: Crimi, Chalmers. Cond. Moransoni. COQ D OR. Barrientos Galli: Dat. Didur. Bolm. Cond. Bamboachek
NEXT MON. Mat. 2 (81 to 85), FAUST.

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NIGHT 8:20 PIRST AMERICAN APPEARANCE Patronage of Mrs. Harold F. McCormic CLOTILDE and ALEXANDER

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LEXINGTON LEXINGTON AVENUE THEATRE Chicago Opera

To-night at 8, "Pagiiseci." Ruffo, Fitziu.
Lamont Defrere, Oliviero. Cond. Marinuszi, and new ballet. "Boudour." Pavley, Oukrainsky and Corps de Ballet; Gond., Borowski.

Tues., "L'Amore del Tre Re." Garden, Johnson, Galeffi, Lazzari. Cond., Marinuszi. Wed., "Dinorah" Galli-Curci, Rimini. Mojlea, Lazzari. Cond., Marinuszi. Thurs. "Norms." Raisa, Dolci, Sharlow, Lazzari. Cond. Marinuszi. Fri., "Rigoiesto." Galli-Curci, Schipa, Ruffo, Claessena Cotreuil Cond. Marinuszi. Sat. Mat., "Boudour." Pavley, Oukrainsky. Ballet. "L'Apres-Midi d'ur. Frune: "Cavalleria Rusticana." Raisa, Dolci, Rimini, Pavloska. Cond., Marinuszi. Sat. Night, Benefit Italian Hospital. "Carmsm." Garden. O'Sull'van. Bagkanoff. Sharlow, Huberdeau. Cond., Marinuszi. Mon. Night, "Ramlet." Ruffo, Macheth Van Gordon, Lazzari. Cond., Charlier.

Mon. Mat., Benefit Society for Frevention Tuberculoxis, Only N. Y. Presentation of New Ballet, "The Birthday of Infanta," Adoth Bolm & Ballet Corps. and "The Spanish Hour." Gall, Maguenat, Defrere. Cotreuti, Warnery, Com., Hasselmans.

SUN. NGT. CONCERTS HIPPODROM!

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Res. Seats, \$3.00. Gen. Adm., \$1.50. At Bilimore Box Office Balcony Floor. Mgs. R. E. Johnston. Knabe Piano.

Carnegie Hall Tomorrow Evening at a 11 CORTOT TWO BEETHOVEN CONCERTS by

Mr. WALTER DAMROSCH and New York Symphony Orchestra Tkts. 50c to \$2. Boxes \$15&\$12. Steinway Piano

Aeolan Hall, Tomorrow Evening at 8:15
BRETHOVEN ASSOCIATION
FLONZALEY Quartet

MMR. FANNY BLOOMFIELD ZEISLER and a distinguished 'cellist.
Tickets \$1 to \$3. Mgt. Loudon Charite

SEAT SALE THIS MORN. at 9 AT HIPPODROME BOX OFFICE for 4th of the series of Chicago Opera Co. Concert Hippodrome Next Sun. Night FEB. 22d at 8:16—80LOISTS RAISA BONCI

FREE ORGAN RECITALS Thomas's Church To-morrow Aft. at 4:45 Mon.Ev., Feb.23, at 8:15

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IOLINIST_MASON & HAMLIN PIANO AEOLIAN HALL, TO-NIGHT at \$:15. Plane Recital—KATHARINE

Acollan Hall, Friday Aft., Feb. 20, at 1 PIANO RECITAL BY ERNESTO

ATURDAY AFT., at 2:30, FEB'Y 28 KREISLER Tickets now at Box Office. BELMONT W. 48. Mats. & Sat. RUSSIAN ISBA BY SERGE BOROWSKY

Amy Grant's Opera Recitals, Hotel Plaza, Tuesdays, 3:39 and 3:39, Feb. 17, 3:38—"Parsifal." Feb. 14, 3:39—"Love of the Three Kinga" M. TERRIBERY, Sec., 18 W. 55th. Cir. 457,

AMERICA'S FOREMOST THEATRES AND HITS, DIRECTION OF LEE AND J. J. SHUBERT. MAXINE ELLIOTT'S Theatre, 39th.
BEGINNING TO-NIGHT AT 8 30.
ABTHUR HOPKINS Presents WinterGarden H way & 50th Evs. 8:00 John Drew In "The Cat-Bird"

A New Comedy by RUPERT HUGHES Matiness Wed., Sat. & Mon., Feb. 23 39th ST Thoa., nr. B'way. Eves. 8:40 Wed., Sat. & Feb. 23, 2:40 Charles Cherry and SCANDAL n the famous comedy SCANDAL CENTRAL 47th & B'way. Eves. 8:15.

SAM Mate. Wd. Sat. & Feb. 23 at 2:15 COMEDY Mate. Thur. Sat. & Feb. 23 at 2:25 MY LADY FRIENDS

> BROADHURST, W. 44th St. Ev. 8:30 In "SMILIN" THROUGH." Mats. Thurs., Sat, & Feb. 23d, 2:30

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